



DATE: 02/15/2001, NUMBER: 01-01 RUNWAY SAFETY – SNOW REMOVAL OPERATIONS

In Great Lakes Region this winter season, a number of runway incursion incidents have occurred involving snow removal equipment. Examples of two incidents are provided below:

"Broom __" was instructed to hold short of Runway (active). The vehicle acknowledged air traffic instructions, but failed to hold short and entered Runway (active). An aircraft was conducting touch and go operations on Runway __ when separation was lost.

Runway (right parallel) and Runway (crosswind) were closed. Runway (left parallel) was active. An airport vehicle (front end loader) entered Runway (active) at the intersection of Runway (crosswind), with (air carrier jet) just touching down approximately 4,200 feet from the vehicle. Two air carrier aircraft on final were issued go-around instructions.

Fortunately, these incidents did not result in injuries or property damage. However, the possibility of a ground collision with aircraft did exist (examples below). All personnel involved in airport snow removal operations must receive proper training before being allowed access to movement areas. Situational awareness and compliance with air traffic instructions are essential.



***Runway incursion prevention is everyone's responsibility.
Don't let this happen at your airport!***





DATE: 02/15/2001, NUMBER: 01-02 RUNWAY SAFETY – DRIVER TRAINING

Driver training programs prepare airport ground vehicle operators for operations in the airport environment and on movement areas. This principle should influence the way in which driver training programs are structured. The set of variables comprising a driver training program will be unique to a specific airport, because they address specific needs. However, there are certain characteristics all airports have in common.

Who can predict where a ground vehicle operator may go on an airport, with or without a authorization, an assigned purpose, or a full/clear understanding of the task? Because there are situations that cannot be predicted, it is better to lay the groundwork for understanding aviation/airport operations in the form of training that can help prevent accidents, than to assume that no operation will be inadvertent.

While a one-size-fits-all driver training program is no longer sufficient to accommodate the types of driving that takes place in the airport environment, there are some common ingredients of any good training program, and some topics may be developed to more depth for those drivers who will have access to movement areas.

Airport Familiarization: If a program does not begin with an airport orientation, it does not begin to instill in a driver respect for aviation operations that take place airside. Whether a driver is going to have access to the movement area on the airport or

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